

ON  
TRACK  
OFF  
ROAD







Photo: Jeff Kardas



# A 100% MOMENT



MARVIN MUSQUIN — ATL SX '16  
IN THE NEW ACCURI "WILDBLAST"



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### **31 and counting...**

Many were looking to teammate Tom Sykes and a renewed threat from Ducati but World Superbike Champion Jonathan Rea bossed the opening round in Australia with wins 30 and 31 of his career and a warning that 'team65' are firmly hunting two-in-a-row. Thailand next for the series and the Chang circuit where Rea says he had one of his best races in 2015. Gulp!

Photo by GeeBee Images



**SBK**







**MX**

## **New rookie syndrome...again...**

The Qatar MXGP saw a number of riders opening their calendar and looking to implement their A-game. Gariboldi Honda's Tim Gajser found the right speed from the off and his first toe-dip into the premier class. His 1-1 turned out to be a major splash for the rest of the premier class elite

Photo by Ray Archer











## AMA-MX

### 5 for the 5...

No Ken Roczen to worry about at the front of the Atlanta Supercross (and again one of the biggest attendances of the season at 61k+) but Ryan Dungey had to contend with Red Bull KTM teammate Marvin Musquin on his way to win number five of the year and twenty-four podiums on the trot

Photo by Simon Cudby



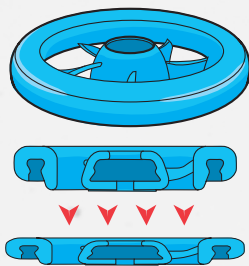








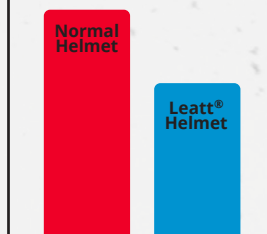
# HEAD AND BRAIN PROTECTION



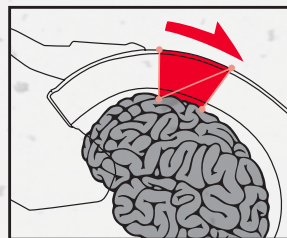
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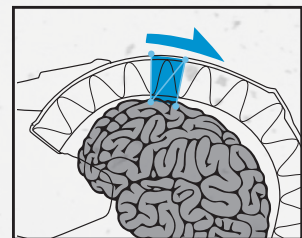
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# D

**MX**

## **GRAND PRIX OF QATAR**

**LOSAIL · FEBRUARY 27th · Rnd 1 of 18**

**MXGP winner: Tim Gajser, Honda**

**MX2 winner: Jeffrey Herlings, KTM**



By Adam Wheeler  
Photos by Ray Archer

A SIX WEEK PERIOD OF PRE-SEASON TESTS AND INTERNATIONALS WITH SOME SURPRISE RESULTS, CONCERNING INJURY NEWS AND THE PREDICTABLE RUSH FOR ALL TO BE READY FOR THE NEW CHAMPIONSHIP YEAR FINALLY ENDED WITH THE GRAND PRIX OF QATAR AND THE FIRST ROUND OF EIGHTEEN. WE ALL KNOW THAT TIM GAJSER RAISED EYEBROWS IN MXGP, COURTNEY DUNCAN LEFT THE GIRLS OF WMX OPEN MOUTHED AND JEFFREY HERLINGS WENT FOUR IN A ROW FOR MX2 AT LOSAIL... WHAT ELSE HAPPENED?

# **GAS-YER!**





PLAY



There was little surprise that Losail was unaltered for the fourth running of the Grand Prix of Qatar. There is only so much flexibility around the thirty-two permanent light stanchions with some four hundred and twenty bulbs beaming down onto the patchwork mix of hard-pack soil. Fast, wide and a little deceptive with some of the racing trajectories (2015 winner Max Nagl: "the track was very one-line and everyone held the inside. Last year it had been ripped and watered...now it was hard and flat") the course was still housed in one of the most impressive settings on the calendar and a (rare) example of when motocross and a dedicated motorsport facility combine to effect.

Teams and riders have acclimatised to the evening schedule (thankfully timetabled earlier this year), racing under lights, the kinder temperatures compared to winter in Europe and the living out of freight. Qatar has numerous merits as the launching pad for MXGP and while many of the paddock are familiar with the routine they also know that this event is about spectacle and TV presentation rather than trackside atmosphere with a skeletal crowd at best and no discernible signs that attendance is improving as the seasons roll on.

Was this a good Grand Prix? There was some tasty action in pockets through both classes even if certain individuals found their starts and groove noticeably more than others. Riders like Tony Cairoli and Romain Febvre used Qatar to flex their previously inactive arms and others like Jeremy Van Horebeek and Nagl to see where they need to work in terms of race starts. The results were unexpected but not flabbergasting for a first round where MXGP is typically shrouded in mystery. In MX2 observers were already trying to gauge Jeffrey Herlings' approach and mentality from his conduction on the 250SX-F: was the Dutchman still pushing hard as usual? Had he learned his lesson as to how the sport can bite? Some 'moments' for '84' and his utter demolition in the second moto indicated that JH was back to business and his butt patch was hardly an exercise in subtlety.

The problem with judging a single MXGP event is that in the light of recent seasons it is largely fruitless when it comes gauging an overall impression of how a season will be. Herlings in particular is the most high profile example of how motocross can spin you on a dime and then crush you underfoot. Tim Gajser was unbeatable at Losail but how will he fair in the heat of Thailand eight days later and then in the Dutch sand of Valkenswaard over Easter? Those were his worst meetings of the MX2 winning term last year. Febvre made the podium at Qatar but fought arm-pump and rustiness, Cairoli dealt with a weakened left nerve in his shoulder and back that left part of his hand numb, Paulin was amazingly off the chart with a tenth in the first moto and a 'mechanical' in the second after whisking-away the holeshot and Clement Desalle cut a sad figure at the back of the pack circulating with a fractured left arm still in the healing process. His achievement in dealing with an engine problem in the first moto and then securing three points in the second should not be underestimated.

Then there was Courtney Duncan. The twenty year old looked as though she'd flown straight from the farm in New Zealand to a Grand Prix and not only displayed superior speed than her vastly more experienced rivals but blew them to shreds.

At around 3am on Sunday morning the large trucks had already pulled into the paddock parking areas to load the MXGP cases and transport the show on the first steps to Thailand and a new course at Suphan Buri. MotoGP was prepped for their final test and one form of packed motorcycle was swapped for another with some cleaning duties scheduled for the pitlane and pit boxes. As quickly as MXGP had arrived at Losail it was soon gone.

Points are in the bank and in some cases the injury list has already seen a few new names inked (thoughts for Adam Sterry in particular with a broken left arm) and there were a few other talking points from this appetiser for what might and could come in the seventeen dates ahead...







-Youthstream opened the Grand Prix with a mammoth press conference and representatives from the QMMF and every manufacturer not to mention the two world champions. President Giuseppe Luongo made a point of talking about rider safety and the efforts Youthstream will make this year to ensure the tracks are as correct as they can be, including the appointment of part-time advisor Rui Goncalves to act as a conduit for rider feedback. These were encouraging first noises particularly as criticism over the preparation of the circuits – something that Youthstream in truth have little control over as they have to work with the wills and whims of each individual track and club across the continents sometimes with their own agendas – reached new levels in 2015. The FIM also highlighted their new policy with regards to compulsory back and chest protection. On Friday a clanger was dropped when the track was watered prior to the MXGP Qualification Heat, which created perilously slick jump take-offs and landings and was a move widely derided by riders back in the paddock afterwards. It was an example of how track crews and local teams almost need a watchdog.

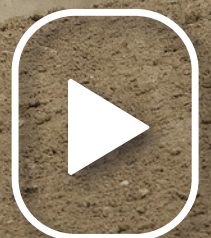
OTOR spoke with Rui and he stressed he was here (not competing due to a bad finger injury) to help and look out for the riders. It is tricky for the Portuguese to find his place in this shifting dynamic between the athletes, Youthstream and the many track groups but we spotted him keeping a careful eye on the reparation between the motos on Saturday and his intellect and open personality means that he will be in demand and could turn out to be one of the most pivotal people in the sport over the next six months as the spotlight still shines on the state of racing surfaces. Rui is also still competing, so he will undoubtedly have his hands full as the series goes on. The main point is that MXGP finally has some form of system or protocol to try and make a difference to one of the most fundamental parts of a Grand Prix weekend.





السفارات  
Alfardan Auto

MXGP QAT



PLAY









-I enjoyed the build-up to the Grand Prix and arriving on set-up day at Losail to speak with riders and mechanics and detected an anxiety to get underway and hit the dirt. Last year the furore around Ryan Villopoto ensured that Qatar was the place to be for international motocross fans. Some of that expectation was still in the air around Doha and from the moment of landing and driving into the capital. An American athlete of RV's stature was of course not present in this edition but part of the 'Villopoto effect' (the sense of the unknown and the unpredictable and the close proximity of MXGP heavyweights with their own agenda Cairoli, Febvre, Paulin, Desalle, Van Horebeek, Nagl, Simpson) was almost tangible.

-Clement Desalle arrived at Losail keen to study the entry list. The Belgian was clearly still coping with the late blow to his aspirations of making a new impression on the Monster Energy Kawasaki and brought a specialist with him to administer treatment on his left arm between the sessions. It was pointed out to '25' that he merely had to circulate to bag some points and perhaps could even retire and still pick up something. It threw the focus onto the gate and the presence of just twenty-one athletes...however from that small crop amazingly only three do not boast Grand Prix podium experience. Should there be a bigger MXGP gate? Particularly at the first round? It is not a new problem for Grand Prix and is indicative of the costs of racing an international series and where the teams have to not only find the means for a lengthy and wide-ranging championship but also a standard of athlete that will allow them to actually compete. The structure of the sport has changed...rightly or wrongly. Injuries meant the loss of at least another four riders in Qatar but it is a shame when these inevitable absences occur as it leaves the sport looking a little threadbare at the top. The other side of the coin is that at Losail you had a sense of the 'elite'. Desalle was not lapped until three minutes from the end of the first moto and the speed and ability deep into the second half of the leaderboard is not to be derided. There is no solution to bulking numbers in the gate without throwing significant cash at the situation and, even if these quantities existed in MXGP, the philosophies of the series and who should pay for what would ultimately collide.





In tears twelve months previously at Losail with a thumb injury, Tommy Searle (right) cut a happier and far more upbeat figure this time around and it was encouraging to see the former multi world championship contender attacking the terrain on the Monster Energy DRT Kawasaki like his 2012 MX2 pomp. There is a sense that Searle still has plenty to offer MXGP and after a torrid three years in which he has never found second gear in terms of his potential on the bigger bike. His last lap fight with Shaun Simpson in the second moto was excellent stuff...even if Searle was trying to hold onto his riding pants after failing to buckle them properly before the race.



-What a mixed bag for Honda. It was a phenomenal start for Tim Gajser to life on the CRF450RW after a comprehensive winter testing schedule that forced the Slovenian to scrap his plans for Supercross. It proved his judgement in skipping out of MX2 to be correct and that the countless hours and mileage training with the 450 while still racing the 250 in the past three years provided a large benefit. Tim had noticeably beefed-up for his debut MXGP season and everything from his starts to his composure and a riding style that was far more settled and suited to the larger powerplant showed that this was no fluke. Evgeny Bobryshev could feel disappointed with his third position having remained classified in the top two in every session and even the first moto of the Grand Prix. A small crash meant he lost a

place to Romain Febvre in the second race. The Italian elite champion was already fit and fiery during pre-season so his competitiveness on the factory CRF450RW (Gajser has the same material) was no great shock. Gautier Paulin's form was as mystifying as it was disappointing. Gliding back to tenth in the first moto Aldon Baker's new pupil had the holeshot before his Honda was the second of two high profile failures on Saturday. Now looking at a 39 point deficit to his brand-mate there was already some speculation as to when and how the Frenchman might be able to ignite his season. On another note Honda did not have the dream impact in WMX they might have expected. Kiara Fontanesi's scary crash in the first moto ruining any hope of challenging or even following Courtney Duncan.









PLAY

What was the difference for Max Nagl? Twelve months ago a winner at Losail. "The biggest problem for me were the starts which were a bit disappointing," he lamented. "Last year the track was better – better for me for sure," the German added. He was tenth overall.





MXGP QAT







Shaun Simpson pushed forwards to pass Tony Cairoli and enter the top five in the opening moto. Now armed with a solid team structure and a factory KTM engine the Scot continues to show signs of getting better and smarter with age. The edge of the podium beckons and Simpson will love the sand but '24' is a long-game player and knows that regular top-fives will help with his championship top-three goal for '16. Worth noting that he ran off the track on the first corner of the second moto and somehow found his way back up to sixth on the opening lap. "I just seem to be able to find gaps on the first lap; I have a knack for it," he said. "My old man always used to ask me the same. I don't think I take risks. More like creatively risky lines or cutting across ruts on the first lap or cutting up the inside when others are getting caught up. I think it is about smart moves."





Thumbs-up from Pauls Jonass after a quite pre-season period recovering from a tweaked thumb ligament. He had to deal with a cold-afflicted Jeremy Seewer (impressively lively on the Suzuki) but ultimately was a lonely third. Other standouts in MX2 included Brent Van Doninck and Vsevolod Brylyakov who rode in the second moto despite being smashed quite heavily in the back by Jorge Zaragoza after crashing by the pit-lane.

**MXGP QAT**





# THOMAS COVINGTON

**Thomas Covington found a new home for 2016 with Rockstar Husqvarna and Jacky Martens Grand Prix grooming stable for a renewed attempt at MX2. 11th overall told of an eventful debut in white but a second moto crash did not help his cause. We spoke to the American in the heat of the Katara amphitheatre during the pre-event media opportunity...**

## **How are things different?**

That's a short question! A lot. It is a change in the right direction and something I needed. I had been with Kawasaki my whole life and they had been very good to me but I think this was good move for me and my career right now; to have something fresh. The whole group of guys around me at Jacky Martens' racing team is unbelievable. Things have been ordered and organised and they have been really good to me.

## **You don't need to be Sherlock Holmes to see that you struggled in the last year or two with getting things set-up around you...**

Yes, it is a different level. I think I was missing that organisation factor and coming from America pretty much by myself I didn't really know what was going on. So I appreciate the guidance I have and with the bike being set-up and ready for racing the GPs. Jacky has been really good in that aspect and in watching me ride and getting the combination of me and the bike really good. I think it is the best bike I have ever raced with. I'm really excited.

## **People who watched you in 2015 might have seen potential but you were also wildly inconsistent. Is that something you have been thinking about?**

Yeah...I always tended to do well at the overseas races where the tracks were a bit more groomed and it was what I was used to. In Europe I was always up and down and sometimes I could do it and sometimes I couldn't. I think a lot of that had to do with bike set-up and my training in the off-season. This time I

have spent a lot of time in Europe on the tough tracks and in the tough weather conditions and hopefully that will show later in the season.

## **In 2015 it looked like you were sometimes struggling for motivation and being in a series that looked to be a bit of a slog. Have your feelings perhaps turned the other way now?**

Yeah, it is always good to go home but this year I am also doing the Dutch and Belgian Championships so I am going to be really busy! I think that will be good for me because I will keep focussed and working. The team have almost become part of the family and have supported me with everything I need...that really helps as well.

## **So you have really learnt the value of a team's support in the last couple of months?**

For sure. Straight after Glen Helen I flew back to Belgium to start testing right away. From the first time I walked into the workshop and met all the guys and from the Husqvarna factory the feeling of support has been unbelievable.

## **It also shows that Europeans or GP riders moving to the U.S. also need that support to be able to make the transition and make it work...**

For me coming over I didn't know much about the teams or the people. I'd read a bit online or seen the races but the paddock was unknown for me. So it is really important to be able to find that good group, perhaps one of the most important things.

## **Are you going to be a dark horse this year?**

[laughs] That's the plan. I think it will be different this year with all the changes. It cannot be anything but better. I will give it my best and see where we are at the end of the year.











## TIM GAJSER

**It is hard to judge what is thicker; Tim Gajser's arms or legs. The nineteen year old had really honed his muscular frame in preparation for MXGP and there was also a quiet aura of confidence about him twenty-four hours before he started to buckle his boots in Qatar. We spoke with the eventual Grand Prix winner when his potential for the premier class was still as unquantifiable as the blue sky overhead in Doha...**

**I know you used a 450 for training in the past but is the process any different now that you are racing in MXGP?**

Actually it is quite different. Off the bike the biggest change has been finishing my studies! The weekly schedule became much more relaxed I could train and then not have to worry about getting to school! For sure we changed the preparation quite a lot because to race the 450 means much more power. Like you said, I trained a lot with the 450 before but the model I had for that compared to now and my race bike carries a big difference! We did a lot of testing during the winter and in Sardinia and I'm very happy with what we have done.

**Do you have a plan for MXGP and want to see where you are after four-five-six GPs or are you just going to 'go for it' from the first one?**

I feel comfortable with the bike but these first races will be a new experience for me in terms of racing it. I will take it easy from the beginning and try to learn as much as possible about what I can do on the bike in these first two races. I know the guys around me have much more experience with a lot of years in GPs.

**You were hungry for power on the 250. Not a problem this time...**

[laughs] Yeah! I'm really happy now. I think HRC have developed their bike into something very good now. It has been more than five years with Honda being involved in the premier class whereas they only got involved more in MX2 in 2014. They have some seasons under their belts.

**Are you on exactly the same spec as Bobryshev and Paulin or are you working with slightly older parts?**

It is the same bike that they have. I like a lot of power 'at the bottom' but the changes were more about the settings with the chassis and suspension.

**What about jumping out of MX2? Could you be taking sixths, sevenths and eighths in MXGP and be watching Herlings runaway in MX2 knowing you could have been pushing for victories again?**

Actually I don't have any regrets. The goal was to win the title and now we move forwards. We achieved what we wanted and now the new goal is to be champion in MXGP and we'll work really hard for that.

**What happened to your supercross plans for the winter?**

I was a bit disappointed not to be able to go but once we decided to change the class then it meant a new bike to learn and more testing to do. So we changed the plan but we are already speaking for the coming years so we will see.

**Are you expecting the on-track action and behaviour in MXGP to be different to the sometimes chaotic nature of MX2?**

Hmmm, I'm not sure. I raced with the bigger bikes at the Nations but it is a different kind of event. We'll see I guess!

**Lastly what about being world champion in Slovenia? Has it been what you expected?**

It was crazy. As soon as I got home there was a lot of stuff on the TV and radio and I was running around. I expected it and had tasted a little bit when I had won Grand Prix. Having the attention to that higher level was something new for me... but it was fun and I liked it. Around November time I switched off from it and then 'on' towards the preparation for 2016 and starting from beginning.

**How was it being on national TV?**

I was more nervous than in any start gate! When I speak with a Slovenian journalist I am more nervous than speaking with you in English. It was quite funny...



Brent Van Doninck; not an easy name to forget and on the evidence of Qatar not many will be able to ignore the Belgian in 2016. Keep a serious watch on this kid...









# CLASSIFICATION & WORLD CHAMPIONSHIP

## MXGP OVERALL RESULT

### Riders

1	Tim Gajser, SLO	Honda
2	Romain Febvre, FRA	Yamaha
3	Evgeny Bobryshev, RUS	Honda
4	Jeremy Van Horebeek, BEL	Yamaha
5	Tony Cairoli, ITA	KTM

## MX2 OVERALL RESULT

### Riders

1	Jeffrey Herlings, NED	KTM
2	Dylan Ferrandis, FRA	Kawasaki
3	Pauls Jonass, LAT	KTM
4	Jeremy Seewer, SUI	Suzuki
5	Brent Van Doninck, BEL	Yamaha

## MXGP STANDINGS AFTER 1 OF 18 ROUNDS

Riders	Points
1 Tim Gajser	50
2 Romain Febvre	42
3 Evgeny Bobryshev	42
4 Jeremy Van Horebeek	34
5 Tony Cairoli	33

## MX2 STANDINGS AFTER 1 OF 18 ROUNDS

Riders	Points
1 Jeffrey Herlings	50
2 Dylan Ferrandis	44
3 Pauls Jonass	40
4 Jeremy Seewer	34
5 Brent Van Doninck	31







Tough re-introduction for Ben Townley (previous page) and for Suzuki on the whole with set-up issue. Powerplayers Pit Beirer and Alpinestars' Gabriele Mazzarolo chat: MXGP or MotoGP we wonder...Jeremy Van Horebeek rode well but did not start well enough for podium contention. Gautier Paulin looked the part in Fox's new FlexAir but the 2014 Qatar GP winner will be wanting to forget the 2016 edition









Arm-pump issues for the world champion were alleviated with set-up changes for the second moto. A crash didn't help his progress and showed some understandable rustiness. The Frenchman smiled when asked to offer some comments on the fact he'd been beaten by a rookie at the first round...











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### ANSWER

Any day now Answer will be shipping their 2016 Spring line-up that includes variations on their AlphaAir vented range with two colourways. The pants are formed into a riding 'attacking position' and feature genuine leather panelling as well as non-fade graphics. The Evolve 3 helmet embraces MIPS technology between the foam and dual density EPS liner. The shell is made of polycarbonate. There are four eyebrow vents for cooling as well as the use of SilverCool moisture-wicking material for the inner liner. Answer's AR-1 boot are an affordable option with a light, durable and protective upper and a four layer sole with a shock-absorbing innersole. Back to the fetching red Alpha though and you're looking at 170, 56 and 37 dollars respectively for the pant, jersey and glove combination.

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Equipped with race-winning technology, the 2016 KTM 450 SX-F Factory Edition comes standard with unrivaled factory-level components. Upgraded suspension, lightweight construction and a power-packed engine; it is **READY TO RACE** at the highest level.





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Photo: S. Gudy

**KTM**



**KTM** FACTORY RACING







# MX STE 20

GLEAMING NEW MACHINERY WAS PULLED  
WE WERE CURIOUS ABOUT SOME OF THE FA  
DONE BY THE TEAMS FOR THE BETTER PA  
AND THE '16 CAMPAIGN. PRIZING EXACT DE  
EASY IN THE RACE PADDOCK SO WE ASKE  
UPGRADES FOR THE SEASON AND LISTE

By Adam Wheeler,



MXGP STEEDS 2016

# MXGP STEEDS 2016

OUT OF FREIGHT AND CASES AT QATAR AND  
FACTORY TOYS AND THE WORK THAT HAD BEEN  
RT OF FIVE MONTHS LEADING UP TO LOSAIL  
TAILS ON PARTS AND COMPONENTS IS NEVER  
D THE QUESTIONS OF EACH CREW ON THEIR  
NED TO WHAT THEY HAD TO SAY/REVEAL...

Photos by Ray Archer



"We have exhausts from FMF that are new for this year and help a lot and we've been working with them since the end of 2015. We have also changed the rear sub-frame from aluminium to carbon-fibre to save some weight and make the bike easier to handle for the riders. The exhaust also helps with the weight loss. The rest looks quite similar to 2015 but we have changed some engine internals, some mapping for better performance. We have slightly larger radiators to help with cooling and for some of the hotter races like Thailand, Mexico and the USA. We have new spec tyres from Dunlop, which are prototype

in the compound and the profile, and we've been working with them for a few years. The nobs are a little different as well on the side because on a hard-pack track the tyres have more stress on the side than on the middle on front and rear. We have carbon protectors around the radiator. Under the bars is the antenna for the GPS. A few years ago we used to have it on the rear fender but in a mud race with the vibration it can pop out. There is no particular reason, just a choice between us and the riders. The electronics have been updated since last year and all the material and software is HRC."





# HONDA CRF450RW

MARCUS PEREIRA DE FREITAS - CHIEF MECHANIC





“Well, we have some new graphics! Monster Energy has come back as a sponsor but largely the bike looks the same because the 2015 and 2016 production models were quite close. The frame is a little thicker around the footrest position and the offset is different; we looked at that in the winter. We tested with the engine for modifications on the power and character and both riders were happy so that meant an improvement for 2016. There are some new parts with the Kayaba suspension. We slimmed the weight just a little bit. One of the riders uses a 280 front brake disc while the other goes for a 270 but this can also depend on the track condition. We have a new GPA system

from GET on the front fender and a LED strategy for the starts. When the bike is running and the GPA level selected then the rider can look at the dial. When the light is hitting 9-10 then he has the right RPM for the start. Normally a rider can do it alone when he is testing but in the gate there is more noise, riders and stress so this helps if the power needs to be just a little bit higher or lower. It is up to the rider to decide if he wants to use it because the state of the ground can also be a factor. The production bike already has launch control but we use a GET CDi. We only have one map and no switches for the moment.”







## YAMAHA YZ450FM

MASSIMO RASPANTI - TEAM MANAGER



"Not that much! We made some engine modifications because Tony wanted smoother and more manageable power. We took a new exhaust for that – the same for Glenn – and then adjusted the mapping. We developed another small step with suspension this year and have different linkages. We have new internals for the shock and forks. Overall there is not such a big evolution. We have tested and worked on electronics but at the moment the riders are

not using those upgrades like launch control, not even Dungey. A good starter is a good starter and you don't get much of an advantage. I think the 450SX-F race bike we have is now even easier to ride because of the handling improvements and the suspension and for Tony the rideability has increased because last year he just jumped on the bike that was set up for Ken De Dycker. It was not too bad for him but now we've had time to go deeper."







## KTM 450SX-F

*DIRK GRUEBEL - TECHNICAL DIRECTOR*





"This is the 2016 FC450 so everything has changed from last year, from chassis to engine to handlebars, everything. We had a lot of testing to do this winter and a lot of information and data from 2015 but pretty much had to start again in terms of the optimum set-up. As everyone knows Max likes his bike setting

to be very low so we changed many things and adjusted pretty much every part we could to drop the height of the motorcycle. The most obvious thing is the seat which is much lower than standard. Brakes, triple clamps and many components are new for us this season..."





# HUSQVARNA FC450

*BART DIRKX - MECHANIC (NAGL)*





“Big changes because we have a new KX450F and the standard 2015 to 2016 is already 90% different both in chassis and engine. From our side the specific parts we’d been using for racing for a couple of years had to be re-done and adapted to the new KX base. The suspension is still Showa but with some differences. The bike is still green but the changes make a long list! We are running a special engine with special parts. We developed a new hydraulic clutch due to the ’16 engine and it was an improvement on what we had before. The radiators are made by the same company but have been upgraded and fitted to the ’16 base. There has been a lot of work during the winter to get a GP bike ready to meet the same level and better than the last model that was already four years old. This is a prototype. We have the pro-

duction platform but then have made our own work with the support of Kawasaki in Japan. We have some updates from Kawasaki USA as well and then work in line with the requests from our own riders for our own tracks. You can see some nice carbon parts and titanium stuff. You don’t see the carbon airbox with the new plastic shape but it fits nicely with the sub-frame and it is a form that we developed internally to keep a certain volume. The 2016 production bike is three kilos less than the ’15 and we try to keep the same and be as light as possible. We gain weight by adding protection but it is a balance. It is a new bike so it cannot be perfect from the off but I would say we are not too far from what is the perfect bike for Clement Desalle.”





# KAWASAKI KX450F-SR

FRANCOIS LEMARIEY - TEAM MANAGER



**Kawasaki**



"We have made improvements but the base of the bike is the same. We have worked on engine and suspension but mainly on internal parts. The engine is about finding more power and the suspension for increased rider comfort. In terms of weight I would say we are the same as last year; we are on our limit. We have developed the camshafts and made progress with the crankcase. We took the new Suzuki frame last year and aluminium frames cannot be changed year to year. I know Ken Roczen is using the same suspension as us and the

bikes are very similar when it comes to the nationals...but supercross is totally different: transmission ratios etc etc. Ben has come into the team and quickly became familiar with the bike and of course he had a particular direction he wanted to go. Ben and Kevin cooperate very well together and try each other's bikes. Ben has a high demand on the front brake and uses it more than any other rider I have known, so we have to adapt to that in terms of parts and setting."







## SUZUKI RM-Z450

*SYLVAIN GEBBERS - SUZUKI TEAM PRINCIPAL*





MAXIME RENAUX  
Kemea Yamaha

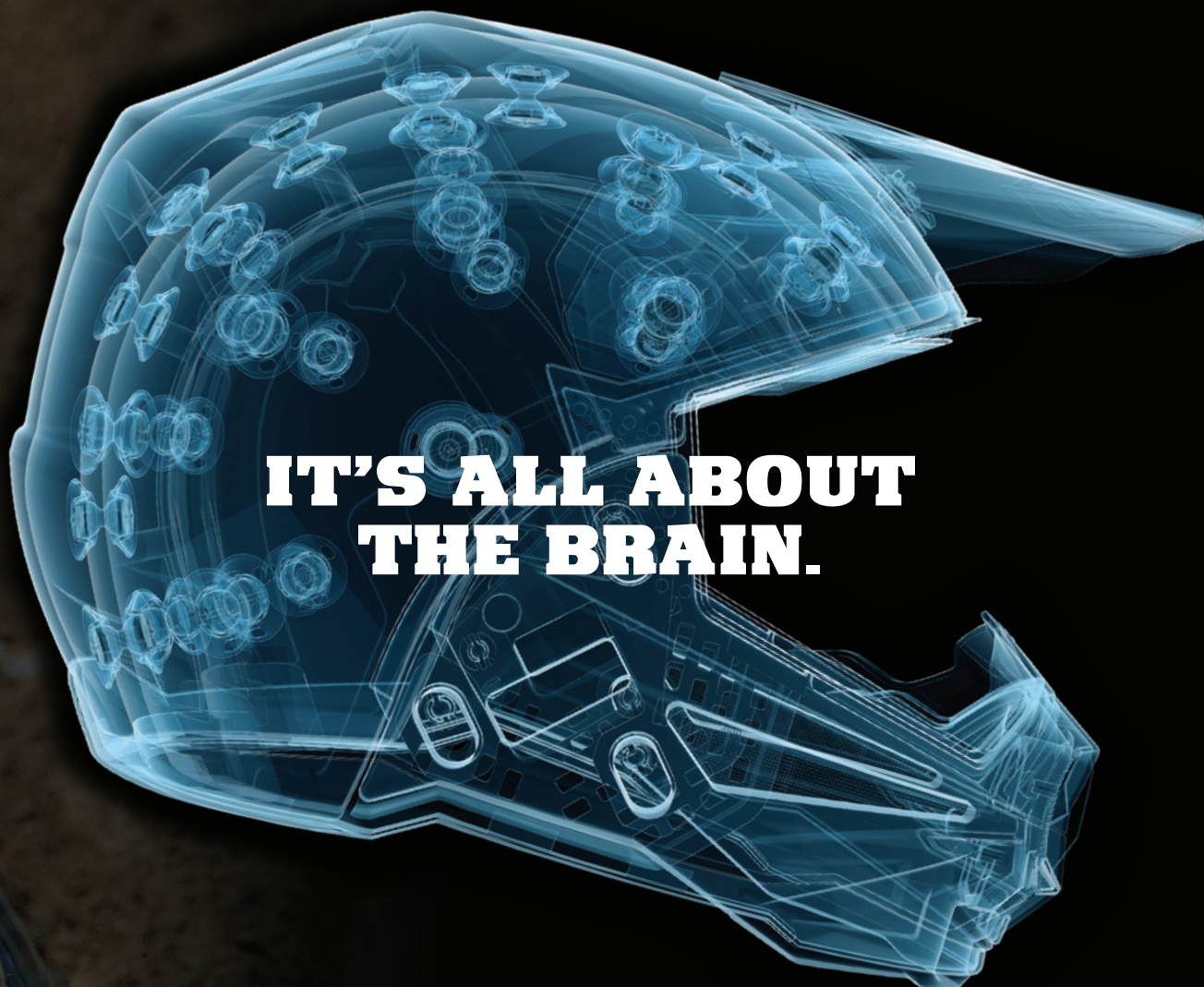
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ROMAIN FEBVRE

# FOCUS

**ROMAIN FEBVRE'S LESSONS  
TO DAZZLE THE WORLD  
OF MXGP AGAIN**

By Adam Wheeler,  
Photos by Ray Archer



**T**here is an assuring – earned – poise to MXGP World Champion Romain Febvre. The recently turned 24 year old rarely seems in a hurry, agitated or rattled by a profession that can be as punishing and rewarding as it is demanding and draining. The Frenchman's slender shoulders have bulked out – almost literally – through twelve months where he changed from rookie to ruler, potential to utterly potent. He has conquered almost every scenario of motocross from winning Grands Prix, beating the fastest in the world, usurping expectations, defying expert's predictions and standing on the top of the podium at the 69th Motocross of Nations after a campaign that has rarely been matched in terms of impact. And might never be equalled.

He has been busy in the winter. Persistent at the Supercross in Lille, feted at awards ceremonies, presented in front of Japanese Yamaha bosses, rubbed shoulders with the cream of motorcycle racing and somehow found time for a short break before training and prepping all over again...but this time to play the role of sought-after target carrier instead of a young, unknown pistol waver.

Romain seems slightly weathered by his experience. He has done more interviews in 2015 than the whole of his short, supermoto-interrupted, career altogether and has become accustomed to dealing with more requests and allocations of his time. It is quite fascinating to chart the effects of a life-changing phase on a professional athlete; the fresh-faced Frenchie we used to speak with in 2013 and '14 coming to terms with his vastly elevated status and thus staring wide-eyed and somewhat exasperatingly at his pre-race timetable of responsibilities for the forthcoming Grand Prix of Qatar given out by Monster Energy Yamaha Factory Racing Assistant Team Manager Giovanni Pelizza.

At one point in our visit to the Yamaha workshop south of Parma Febvre lifts his right sleeve and barely resists picking at the stitches on his elbow, the fix to a deep cut that forced him to miss two pre-season meetings. The needlework is due out the next day but you feel that '461's anxiety to pluck the black threads could almost be symbolic for his need to get back on his racebike at speed and start another new story in MXGP. "I think I ripped it on a stone because the ground was very soft," he recounts looking at his second right arm injury in successive years (in the winter of 2014 he broke his humerus). "I was on the ground and nobody hit me. It wasn't a fast crash...but it was heavy."

'Heavy' is a word many could have associated with Febvre in 2015. He was barely beatable and a blur of billowing esteem and form on the YZ450FM. He will be older, wiser and theoretically better in 2016 and Team Owner Michele Rinaldi was already late last summer that MXGP could be witnessing the start of a new era. Febvre is still evolving as an athlete and even someone acclimatising to the idea of being a champion. We wanted to know about that transition and the character that went into such an emphatic achievement.





ROMAIN FEBVRE





**Assen must be a very special memory but you followed it up by winning at Glen Helen for the U.S. Grand Prix and then the Motocross of Nations Nations in a dizzying month. When you think about last year what is the first memory that pops into your head?**

For sure Assen was a good memory and getting a first world title is an amazing feeling but there were many good moments and it is hard to choose just one! There were a lot of victories and good times with the team but the title, Glen Helen and then the Nations were really special. In Assen I remember talking with the team before the race and there wasn't a build-up of pressure but more of a feeling that 'it' was going to happen soon and it could be that weekend. But then it could also have been Mexico or the USA. I was not worried about where it would come and chose to focus as much as I could on my riding. After the first moto I was very disappointed with myself. I didn't make a good start and was just stuck behind [Glenn] Coldenhoff the whole race. Everyone from Yamaha and my family was there and between the races I was a bit down because of the people that had come to see me that weekend. I knew with a good start in the second race I could still make it happen...and that's what I did.

**People have talked about your ability to cope with pressure but - mentally - was that weekend the hardest of the year?**

Mentally no. All year I didn't have any pressure from the team and didn't really put any on myself. I think the hardest part was when I was injured pre-season because I had been feeling so good on the bike and as part of the team. I knew I needed a good first year in MXGP – even as a rookie – otherwise it would be hard to find another place for 2016. So with the arm injury I was very down and quite worried because I knew I was not ready for the first Grand Prix. That was the most difficult part of the year. I did not have any pressure because I knew I was not ready and could not compete with the top guys. My speed was not the best and physically I was not 100%. When I got past the first few rounds and my results were good – in fact they were better than I expected – I knew with more racing time and preparation then it would be better.

**What is 'pressure' for you? The bubble around you must have got bigger as the year went on...**

For sure when you make results there are more fans and more sponsors get involved but I always had good people around me and the team have the experience to make it easier for me. My agent Gerard does a lot for me on the media side because to manage everything alone is not easy. We will see this year...but last year was not a big stress. The media was 'there' but there was much more to do after winning the title than before; that was a good point because I could concentrate on the GPs but the winter has been very different! We will see how it goes this year but I don't think I am the only one dealing with this...the other top guys also need people to help them.





**Was there a point last year where being world champion stopped being a dream and become something you could touch and realise? How did that change feel?**

It felt good already just to be able to win a few Grands Prix and close the gap in the championship standings. I remember taking the red plate in Germany and it was the midpoint of the season; then I felt that it could be my year. I had to stay focused because I knew I had the speed and the confidence. In MXGP it is way-easier to be focused on what you want when you know you have the package and speed to make it happen.



**You had that package in 2015: the motorcycle, the team and the endeavour from the staff around you to make that bike better. It seemed like the planets collided nicely...**

When I rode the bike for the first time I thought 'this is what I need for my debut in this class'. We started very slowly because I was injured and we didn't make that many tests, then we made it better and better all the time. I really did have the package in 2015 because the team have that winning experience. It was the right bike for my riding style and I think we have done a good job this winter to go again this season.

**You mention your style. Can you talk about how that changed in 2015 because on the MX2 bike you were so expressive...**

At the beginning of the season I was riding it [the YZ450FM] a little bit too much like a 250, too high on the RPM and playing with the gears. I could adapt and progress with the bike during the season. I was maybe a bit more aggressive than the others but that's my style and I tried to change it but it was difficult. I think the progress we made with the tests meant I could ride with more torque and leave the clutch alone. We did this well. The main problem we had were with the starts. We made the bike easy for me to ride but for the start we had less power. It was hard to start at the front but we have made steps this winter for that.

**Can you tell me the weekend you enjoyed the most in terms of riding and performance not necessarily the circumstances? Where the public saw the real 'Romain'...?**

Arghhh, there were a few races like that. For sure France was really special and not only of the result and the win but because I felt really good there. I felt like it was my weekend and nobody could beat me.

**Are you quite critical of yourself? I remember seeing you get quite angry sometimes...**

[laughs] That is not my best point! I try to be a perfectionist – too much - and even when it is perhaps not the best time to expect perfection I still want it. I don't complain about the bike because I know it is good and I feel comfortable but I am very critical of myself. It is not easy and it is something that can force a mistake in a race or the championship story. [thinks] I need to control myself better. The team also give me good help in this direction. They really trust me now, they know how I work across a weekend and sometimes pull me aside and say 'calm down, you cannot be perfect'. I need to learn that side better.





PLAY



**"RACING'S ABOUT THE RESULTS, HAVING  
CONFIDENCE WITH THE BIKE AND ENJOYING  
YOUR RIDING. IF YOU ARE ENJOYING YOURSELF  
THEN NORMALLY RESULTS WILL COME..."**





**Do you take advice well? Do you listen to people?**

Some people for sure. I cannot listen to everyone and some think they know riding better than you! It is difficult sometimes and especially after the race. The first ten minutes I am not usually 'there' and if it hasn't gone well then I need a moment to stay calm and by myself. It can be difficult to talk to me right after a race!

**Aiming for perfection is a way to create pressure though isn't it? To put weight on your shoulders...**

Yes, just myself. I know that happens...but I need to control it and be better with it. I think it is also a good way to improve and be better mentally. I still have some work to do and I don't think it is bad to be like this.

**Perfection doesn't necessarily mean a clean sweep. It can be a performance that gains third position because of the circumstances...**

To have a good result always brings a lot of satisfaction but you know when you have ridden well and not made any mistakes. Someone might pass you or the speed might not be what you want but you know when you are doing well and it is a good feeling. This is what I was looking for...and I knew the results would come from that.

**It seemed like you learned a lot in just twelve months: new team, new bike, how to ride in MXGP, how to take a podium, how to win a moto, lead a race, win a GP and then build a championship winning campaign. It is a lot of 'data' to take onboard...**

For sure I learned a lot and the two key factors to win a championship is to keep consistent and win a few races. My strategy after a few GPs was that if I felt I could win then I would and wasn't counting points or thinking about the standings. I was looking at my feeling on the track and the bike. I think you have to be like this. There were some weekends where

I was not the best – like Lommel [Belgium] where I pushed and made mistakes – where I had to tell myself 'take third'. When you are racing it is difficult to tell yourself to accept third, fifth, eighth or whatever but it is what I could do last year and I hope I can do it again this year.



**When do you tell yourself things like that in a race? Is it the last lap or the halfway stage of a moto?**

I think you can see it at the beginning where you are and where you can fight. When someone catches and passes you it can be difficult to accept. Maybe you can try to follow and try to re-pass but if it involves too much risk then it is better to keep quiet and wait for the next moto or the next GP. I think you can quickly feel within yourself if you don't have the speed on a particular weekend.



**What is more exciting for you: being out front and riding so nicely or having to chase and pass like you did with Cooper Webb at Glen Helen?**

For sure 'exciting' is starting in the middle of the pack, passing everyone and winning the moto. It is the best feeling you can have because you have shown that you have the best speed and you don't need to start at the front to win. It is such a nice feeling...but it is a much easier job to start at the front and stay there!

**In MXGP it does seem like the odds are against a rider. At some point you are going to have to deal with an injury. Is that ever in the back of your mind or is it something you have to blank out?**

Personally I don't think about it too much...I know if I did think about injury and not taking any risks] then that's when a mistake is likely to happen. I think the best way is to ride according to how you feel. If you feel that you have the flow and everything is going well then you have to 'go'. You cannot control injuries, nobody can. Overall it is difficult to be very fast and not get injured so you have to find the compromise to make the best of both.

**As a racer you almost have to be a fantasist and block out a degree of reality...**

Sure. You need to dream a lot and think that everything is possible. It is the best way to continue and to progress.

**What does it mean to be world champion? Does it mean more money? More fame? More respect? What is it about?**

It means so much to me. It was a dream for me and I know not everyone can realise their dreams. When I started riding at three years old the ambition grew to be the best in the world and it is so satisfying to do that. For sure afterwards it means you have more fans, more money and it is good for your future. Like I have told myself many times 'there can be only

one world champion every year...and a rider might be lucky to get ten good years out of a career'. I did it once and I hope to do it again.

**How has it changed things around you?**

When you are world champion of course you have more money and that is a thing I think anybody would appreciate. I'm looking for a new house because until now I have rented a place in Belgium where I live with my girlfriend and even when I finish my career I can see myself settling there. At the moment I'm not trying not to think about it too much because the new season is so close and I will see if I have time. I didn't really treat myself after winning the title. I want some good time with my family because I am away so much and it is difficult to see them as much as I want. After my career I hope to be closer to my parents.





**Are you one of those guys who will hold onto that one title? Or is it about numbers and getting as many as possible?**

It is difficult to say how many titles you can have. Again I think you need to focus, escape from injury and have some luck. If you put the work in and have a good team then there is no reason why it cannot happen again.

**We spoke about the package but the chemistry needed to be a world champion is something that is also quite rare isn't it? Gautier Paulin [2015 runner-up] has not found that magic formula with Honda yet and even your teammate had a hard year in 2015...**

Yeah, when you find everything is good and working well then it is not good to change. This winter we didn't change anything significantly on the bike, the people are the same and we have the same partnership and working conditions. We will see.

**Twelve months ago coming into Qatar you were the rookie and a rider that 'might do well'. It is a different game now...**

Sure, I'm expected to win now! But it is a long season and you have to be smart and know when it is the right time to push. I will start easy and will see what I can do. If I feel good then I will go for it. If not then I will take it easy.

**How are you a different person and athlete from last February to this one?**

As a person I am the same. I have been very busy but I don't think I have changed. As an athlete I have had a great winter, totally different to last year. I had almost three months of good training – well, apart from losing ten days! - and I am happy with my shape. We did a lot on the bike and it seems to be working well for both me and my teammate.

**There is even that quirk of fate with the injury to the same arm...**

Yes, but nowhere near as serious! I had to wait ten days for the skin to heal and the team were joking that it was good to get the injury out of the way before the season started and to ease the pressure for the first few rounds. Anyway I will be in form for Qatar and will see what I can do.

**One of the nicest parts of your story last year was the impact you had and all the new fans you picked up through what you showed and what you achieved. It is going to be hard to do that again and make all those little stories happen once more...**

It is going to be difficult to be better or even the same as last year. My goal is to be totally focussed on the championship and have some stories to tell. It would be good for the fans and also for the team.





ROMAIN FEBVRE











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ARNAUD TONUS

# THE LAST LEAP

By Adam Wheeler,  
Portraits by Ray Archer, action by Simon Cudby

**FORMER MXGP RIDER ARNAUD  
TONUS' CRITICAL TIME TO  
CONQUER SUPERCROSS  
WITH PRO CIRCUIT**





In Mikey Neale's exceptional 2015 film 'Fear Not' former AMA star-turned-trainer Ryan Hughes lamented the notion that racers were akin to goggle tear-offs "when one gets dirty [injured] we just reach for another". A year can be an extremely long time in professional competition where Hughes' words harshly ring true. The 'only as good as the last race' cliché was not born from fantasy. The conveyor belt of talented individuals that show the skill, tenacity and, above all, bravery to go a chequered-flag winning speed sometimes slows, sometimes speeds-up but it never stops.

Consider Swiss talent Arnaud Tonus then for a moment. A year ago the 24 year old was on the brink of achieving a dream and taking his career to a new level in Monster Energy Pro Circuit colours and as part of arguably the most distinguished and prestigious racing team in motocross. A fantastic early showing at the Arlington Supercross with practice times and a race performance that saw him on the fringe of the podium would ultimately be all he'd show for 2015. Tonus was again 'dirtied'. Pro Circuit did not reach for the next 'tear-off' in the process – and with Austin Forkner booming they could have the latest prodigy on the block – and honoured a two year agreement so the 2014 Grand Prix winner could heal from his sapping Epstein-Barr blood virus and have another shot at SX.

A drawn-out summer of frustration that stretched the limits of his patience was in store for Arnaud but it is a phase he is all-too familiar with after amazingly poor luck in recent years with wrist (twice), shoulder and leg breaks not to mention the shoulder dislocation in practice for the German Grand Prix that wiped him out of the '14 FIM MX2 title chase.

If we assume the critical role and fulfil Hughes' belief when it comes to riders then why should we care? Why not look to the next potential diamond that Pro Circuit Supremo Mitch Payton

currently has in the system? Surely Tonus has had his chance and the timing of his sickness was just one of those immovable moments of fate?

"By following the GPs on TV I knew that Arnaud was the closest rider competing against [Jeffrey] Herlings. Jeffrey was winning a lot of races and Arnaud was leading the championship against him for a while...so we thought he could be really good," says Payton. "He seemed to be one of the Europeans that liked to ride Supercross."

"He can obviously scrub good and has very good corner speed and at his first supercross race last year he qualified one tenth of a second slower than Marvin [Musquin, eventual champion]," he added. "If he is healthy then we believe he can win."

Having seen Tonus in race action, toying for photoshoots, interacting with people in the paddock and even trying to follow him on a mountain bike trail (impossible) this is a kid and a dedicated athlete who still has something to offer. A rider with the technique to make a splash in supercross where so many – who have not been American-reared in the discipline – have failed and left stadiums in an ambulance. Arnaud's injury record could point to fragility and it is a critique he has to bear that also casts an aura of anxiety around his performances but those who have seen him in full flight know that the softly spoken and stoic Swiss can certainly move a motorcycle. Payton knows it. The overseer of twenty-nine championships does not welcome riders into his operation unless they're hitting a particular level and potential.



ARNAUD TONUS







For all his prospective Arnaud knows that when the East Coast 250SX series gets underway on the same weekend as his buddies in Grand Prix will launch the 2016 MXGP term in Qatar that this is his last shot at American glory. Pro Circuit might have been running slightly dry in terms of victories and titles in the last few years (although Joey Savatgy could see to that in the West Coast) but Tonus can no longer afford to be part of the problem for the Corona-based set-up and not being part of the cure.

We speak with Arnaud in the Pro Circuit shop in Corona. The lengthy line of championship-winning Kawasakis in reception could not be a starker reminder of where we are and what is at stake for a Pro athlete lucky to be at the centre of the expertise and effort that goes on behind the grey doors behind us. Can Tonus make good on his opportunity at the second time of asking...?

### **2015 must have been a case of 'forget about it...'**

[resignedly smiles] It was the hardest year of my life. I was away from family and everything I knew and when you are injured it is never easy. In this case I was actually 'feeling' OK! I never had any physical pain or anything but I was so low in energy I couldn't do anything. I couldn't even go out for a walk. I was sleeping so many hours for pretty much four-five months. It was a struggle but I learned a lot again from it. I had to take the positives of the situation and that was so hard to do.

### **How did you contract the virus?**

There were so many changes for me in coming to the U.S. From the way to train, the food and just doing Supercross was way-more intense; I don't think we have anything like it [SX] in Europe. I guess it was that period that brought me lower and lower until I had the virus. Overall it is hard to say exactly how it happened,



even the doctors don't really know. So many elements can come together to affect you. I went through a first big change in my life so I'm sure it had an impact on my body. In the beginning I was feeling 'slower' but I thought I was just tired from all the alterations around me. There came a point where I thought 'I must keep on riding, I cannot rest forever' and then it only became worse. It was then they found out I had Epstein-Barr. I cooked saki and mushrooms [in the search for improvement] but just couldn't get back up.

**You were so close to the dream – your face is on t-shirts and merchandise out there in the Pro Circuit shop – and were not able to realise it. That must have been tough to take...**

It was terrible! It was weird because I had a taste of it in 2014 when the dream was to become MX2 World Champion and I couldn't make it happen because of injuries. Now the circumstances were different but the feeling was the same inside; you cannot get what you want...and you are quite close. I just had to keep going through each day. My girlfriend was such a big help and so supportive at the time. She was always positive...and I was in a bad way. I was moody all the time and not fun to be around. Life really can throw you some challenges...and I've had a few. I'm happy to be back on the bike and moving forward.

**A big shame was losing all those opportunities to learn supercross. This year there is undoubtedly more pressure to put something on the table right away...**

I think there is always that pressure. Even if you have a year 'to learn' you always want to do well. For sure 2016 is my second year....but I haven't had a first! I'll have to deal with it. I'm not really one for looking too far ahead. I focus on what I am doing, my training, my technique and where I can be better. My mind is more in that direction because I have already experienced that the events of life to come are rarely in your control. All I can do is focus on what I am capable of...and the rest we'll see.

**Looking back now that first Supercross in Arlington was pretty important because you went from 'who is that Swiss kid?' to 'that Swiss kid is pretty fast'. You didn't get a chance to show it again...**

Yeah, my speed was good, even if I had broken my wrist a few months before...but at that point I was already feeling tired. I was not in shape at all. I took an eighth place but it is not the best I could do and I was obviously dealing with everything that was going on. In the end it was a good experience and I really tried to take as much as I could from those couple of races. It is a dream and it was a reality for a little bit. In Arlington I was second in timed practice so I was first in the gate for the qualification race and I was looking up at the stands and thinking 'is this real or what?!' It was funny. I'm looking forward to more experiences like that this year.





**What about on the track? If I watch you ride now will I see a different athlete compared to January 2015? In terms of technique and confidence for supercross...**

To be honest at the moment I am still rebuilding. When you break something like a wrist then you can still train and come back on the bike pretty much still in shape, except from the pain. With this [the virus] I had to start riding and almost learn about my body again. It was like a 'new thing'. In the past I'd come back from injury thinking 'OK, now I am going to do this, achieve that and keep improving' this time I had to start from zero and keep seeing how I was reacting. So it is a process, and by feeling better and better I gain confidence. I'm just happy to ride and can see things a bit differently. I have a different perspective...trying to enjoy things more.

**Does that perspective mean not getting moody or upset about small things or smaller setbacks?**

I think that will happen anyway because you are here to win and to do a job and I am taking it very seriously. I think it is more about living the moment fully and enjoy it more because we know it won't be forever.

**Be honest: there must have been moments when you were low that you thought about coming home and being a Grand Prix rider again. Your head must have been in different places. Was that the case?**

Yeah. All I could do was sit on the sofa and think, and my mind has been in a weird places. In the end I had focus on the goal of being here and trying to accomplish what I want. Otherwise I will just have this feeling of going backwards. I knew I had a two year deal so I learned as much as I could about myself in that time I was away from the bike even doing things like reading and studying ingredients in food. After the virus I became even more sensible about nutrition and that side of it. I really

did not want to over-think things too much. For sure things like 'maybe I shouldn't have come to America...' popped in there but I didn't give it much importance.

**Was there ever someone helping you with the recovery?**

For sure there were a few guys around me that know me well and could help but the main part was understanding it by myself because how I was feeling and what I was eating was so personal. I remember talking to a doctor and him saying: "I just don't have a solution for what you are telling me." There were all kinds of different advice; one guy saying 'this' and another saying 'that' and in the end I realised I just had to look at myself hard and listen to what my body was saying. I tried to go more in that direction. I was eating something and then kinda waiting to see I felt tired or OK! I was trying to be aware.





**I've seen you break your leg, your shoulder, your wrist, knock yourself out...but was this the lowest moment?**

Yeah, really. If you break a bone then normally you know you will be back when the doctors says so. With this it was a mystery for me and for everyone, and from talking and looking at the other guys who have had Epstein-Barr it can be six months or two years. The 'not knowing' and being 'lost' a little bit was definitely the hardest time I have had.

**So coming up to the first races you are a Pro Circuit rider, many fans in Europe will be looking to see how you will do: I find it harder to imagine any other racer in the gate wanting good results more than you. There must be a lot of frustration to expel...**

Maybe...but I don't think that is the way to be on top of your game. I don't think you can get too over-excited otherwise it will lead to mistakes. I want to be the best that I can in this state of mind. I will want to try and put the past on the side and be as relaxed as I can, breathe and focus on the gate and the moment in which I'm living. For sure emotionally there is a lot of things going on but if you let that be your focus then you will crash on the first lap. This is also some of the work I have been doing: understanding how the mind functions. I could not train physically so the mind was something I could learn more about. Now I think I am ready.







## BACKPAGE

Monster Energy Girls  
By Monster Energy









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**'On-track Off-road'** is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at [www.ontrackoffroad.com](http://www.ontrackoffroad.com) every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

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